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BEGINNINGS OF STREET RAILWAYS IN THE NATIONAL CAPITAL.

BY DR. WILLIAM TINDALL.

(Read before the Society, February 20, 1917.)

To those who remember the omnibus as it thumped and creaked and surged over the rough cobble-covered roadways in the days before the establishment of street railroad transportation, the allusion of the poet Byron to "the car rattling o'er the stony street" as a fitting similitude for the distant boom of the cannon of Waterloo, does not seem an unwarrantable stretch of the imagination.

According to the researches of Mr. Wilhelmus B. Bryan, as set forth in his ideal chronicles of happenings of general interest at the National Capital, the first public passenger vehicle service here was commenced and operated in May, 1800, by means of two-horse stage-coaches from M Street and Wisconsin Avenue in Georgetown to William Tunnicliff's Tavern, which was located on the south side of A Street north, immediately east of 1st Street east. This line ran two round trips each day.

In these days of street railroad efficiency, when a car is accessible on a number of streets every few minutes, two daily trips on a single street does not seem a very enterprising service; but it is less amenable to derision in the light of a statement in the *Intelligencer* that Pennsylvania avenue at that time resembled more "a corn field than the great thoroughfare and principal Avenue of a Metropolis." This pioneer effort at urban passenger traffic soon failed for want of profita-

ble patronage, and passenger service on the streets for hire was confined for nearly thirty years thereafter to swarms of hacks whose operators charged extortionate fares that rendered the municipality a subject of reproach.

The need for a street passenger vehicular service at reasonable rates finally became so pressing that in the spring of 1830 an Omnibus line, so called because it was for all, with a 12½ cent fare was installed between Georgetown and the Navy Yard, and later was extended down 11th Street to the wharf and up 7th Street to L Street north. The operation of these vehicles was embarrassed by the miry state of the streets in wet weather and the distressing clouds of dust they raised when the weather was fair.

Many of those earlier omnibuses were driven by their owners, who in the competition for trade operated them at a dangerous rate of speed and willfully obstructed the streets with them while waiting for passengers. The proclivity of the omnibus drivers to disregard the safety and convenience of the public in their pursuit of trade led to the adoption of an ordinance on October 16, 1850, by the City of Washington, which subjected them to penal restraint by imposing a fine of five dollars for "passing ahead of or in front of, or in *any other way* to annoy the passengers or drivers of any other omnibus." It also restricted the maximum number of passengers to be carried by each omnibus to twelve, and might well be reproduced in principle for the benefit of the street car patrons of today.

The omnibus service was gradually acquired about 1854 by two organizations designated the "Union Line," which was operated by John E. Reeside and Gilbert Vanderwerken, and the other the "Citizen's Line." These lines were soon combined and con-

trolled under the influence of Vanderwerken, who had come to the District from New York. Another line, owned by D. T. Moore, operated stages from 7th and L Streets, N. W., to the Navy Yard gate, via Pennsylvania Avenue, until the installation of the 7th Street street-car line, and was the latest omnibus line in the District.

During 1858 an effort was made by a number of New York capitalists to obtain from Congress a charter for a street railroad company to operate its cars along the main route then followed by the omnibus line. A Citizen's Street Railroad Company for which \$200,000 of stock in small amounts was subscribed, and two other conflicting schemes, one of which was advocated by the leading moneyed citizens of Washington, were also projected, but failed to receive the approval of Congress.

STREET RAILROADS.

It was not until May 17, 1862, when Congress by its act of that date incorporated "The Washington and Georgetown Railroad Company," that the city of Washington fell into line with other leading communities in the matter of public passenger traffic.

The street railroad service of the District of Columbia is rendered by six corporations:

The Capital Traction Company,
The Washington Railway and Electric Company,
The East Washington Heights Traction Railroad
Company,
The Washington and Maryland Railway Company,
The Washington and Old Dominion Railway Company,
The Washington-Virginia Railway Company.

THE CAPITAL TRACTION COMPANY.

The Capital Traction Company controls the street railroad service formerly rendered by the Washington and Georgetown Railroad Company and the Rock Creek Railway Company.

THE WASHINGTON AND GEORGETOWN RAILROAD
COMPANY.

This company was incorporated by an Act of Congress, approved May 17, 1862. Its east and west line began at Wisconsin Avenue and M Street and followed that street to Pennsylvania Avenue; thence by way of that avenue and 15th Street west, to 1st Street west; thence it ran along the outside of the northerly section of the semi-circular iron picket fence which then enclosed the west Capitol grounds from 1st Street west and Pennsylvania Avenue to the intersection of B Street north with Delaware Avenue, whence it crossed the Capitol grounds straight south to A Street south, upon which it ran eastwardly to Pennsylvania Avenue and thence via that avenue and 8th Street east to the Navy Yard gate. Its tracks also originally crossed the Washington Aqueduct Bridge over Rock Creek at Pennsylvania Avenue, from which they were removed to the bridge across that stream at M Street as required by an Act of Congress of March 3, 1875.

Under a clause in the District of Columbia appropriation act, approved March 4, 1913 (37 St., pt. 1, 949), this bridge was reconstructed, at a cost of \$120,718.73, and the Capital Traction required to remove its tracks from the M Street bridge to the Pennsylvania Avenue bridge as so reconstructed, and pay one third of the cost of such reconstruction, and accordingly paid into the treasury of the United States,

to the credit of the United States and the District of Columbia in equal parts, \$40,239.58. Its tracks were accordingly so transferred, and its cars began crossing the Pennsylvania Avenue bridge again on July 7, 1916, by using the east-bound track. The west-bound track was put in use on the 15th of the same month. By an Act approved March 3, 1875, it was authorized to extend its tracks along Water Street from 7th Street west to P Street south; thence along P Street to the Arsenal gate, using tracks of the Anacostia and Potomac River railroad in those streets, where the routes of the two companies coincide. The charter provided also for a line of tracks from Boundary Street (now Florida Avenue) and 7th Street west, down 7th Street to the Potomac River; and for another line from Boundary Street and 14th Street west via 14th Street and New York Avenue to Pennsylvania Avenue. The first street car operated in Washington was run on the line of this company from the Navy Yard on October 2, 1862.

Absorption by Rock Creek Railway Company.

On the twenty-first of September, 1895, acting under authority of an Act of Congress approved March 1, 1895, the Rock Creek Railway Company, which had been incorporated by an Act of Congress, approved May 28, 1890, as amended by acts of March 3, 1891, and April 30, 1892, acquired the Washington and Georgetown Railroad Company and changed the name of both to "The Capital Traction Company."

The route of the Rock Creek Railway Company embraced substantially the present route of the Capital Traction Company from North Capitol Street and Florida Avenue via that avenue, U Street, 18th Street west, Calvert Street and Connecticut Avenue extended,

to Chevy Chase, and from Chevy Chase to Chevy Chase Lake. It was empowered by an Act of Congress of March 3, 1891 (26, 835), to acquire the ownership or control between Chevy Chase and Chevy Chase Lake on that part of the line from the Chevy Chase Land Company of Montgomery County, Maryland. As required by its charter it constructed an iron truss bridge over Rock Creek at Calvert Street and a smaller bridge of the same kind over Klinge Ford Road, on Connecticut Avenue, and on July 20, 1891, transferred both of them to the District of Columbia as public thoroughfares.

The Capital Traction Company under authority of an Act of Congress approved June 4, 1900, extended its line westward from 17th Street west and Pennsylvania Avenue and 17th and G Streets, to 26th and Pennsylvania Avenue and back to that avenue and 17th Street by way of 26th Street, F Street north, and 17th Street.

Under an Act of May 23, 1908, it extended a branch line from 7th Street and Florida Avenue northwest, eastwardly along that avenue and along 8th Street east, to Pennsylvania Avenue, where it joined the main line. By the same act, it was authorized to construct its lines from Florida Avenue and New Jersey Avenue via the latter avenue and Massachusetts Avenue to the Plaza on the south front of the Union Station, and to extend its lines from 2d and F Streets northeast, along the latter street to connect with its line on 8th Street east. That Act also provided for a small section from 7th and T Streets to Florida Avenue; for the adaptation of its lines to the street-car system at the Union Station; for connections therefrom via Delaware Avenue with its lines at that avenue and C Street; for a loop around Square 686, upon which the Senate Office

Building stands, by which it extended from that junction southeasterly along Delaware Avenue to B Street north; thence to 1st Street east and by way of the tracks of other railroad companies on that street to a connection with its main tracks on A Street south.

THE WASHINGTON RAILWAY AND ELECTRIC COMPANY.

In 1897 a combination of northern financial interests endeavored to consolidate the electric power and railway systems of the District of Columbia. They acquired the Potomac Light and Power Company and the United States Electric Lighting Company and changed the name of the former to Potomac Electric Power Company, but were deterred for the time from attempting to acquire any street railway lines by the policy which Congress at about that time indicated, of refusing to permit overhead trolleys in the city. In 1899 the movement was revived by the organization of an association styled "the Washington Traction and Electric Company," the purpose of which was to acquire a controlling interest in the stocks of the various lines of the District and which shortly after succeeded in obtaining control of the following lines so far as they operate in the District:

The Anacostia and Potomac River Railroad Company, which had previously absorbed the Belt Railway Company (formerly the Capital, North O Street and South Washington Railway Company), and the Capital Railway Company; the Brightwood Railway Company; the City and Suburban Railway of Washington, which was a consolidation of the Eckington and Soldiers' Home Railway Company, the Maryland and Washington Railway Company, and the Columbia and Maryland Railway Company of Maryland; the Columbia Railway Company; the Georgetown and Tennally-

town Railway Company; the Metropolitan Railroad Company, embracing the Connecticut Avenue and Park Railway Company, Union Railroad Company and the Boundary and Silver Springs Railway Company; the Washington and Glen Echo Railroad Company; the Washington and Great Falls Electric Railway Company, which had previously acquired the West Washington and Great Falls Electric Railway Company of Montgomery County, Maryland; and the Washington, Woodside, and Forest Glen Railway and Power Company. The Washington Traction and Electric Company issued \$11,200,000 capital stock and \$13,442,000 $4\frac{1}{2}$ per cent. bonds.

The Washington Traction and Electric Company was a holding, rather than an operating company, but it was hoped that the resulting coöperation among the companies under its control would so reduce the operating expenses and increase traffic as to quickly put the concern on a profitable basis. These expectations were not realized. The dividends on the stock of the profitable companies were insufficient to pay the interest on the bonds covering the entire system, some of the lines of which were in a very poor financial condition. At the end of two years the Washington Traction and Electric Company defaulted the interest on its bonds and went into the hands of a receiver.

Notwithstanding the failure of this effort at consolidation, the benefits to the public which had resulted from the standardization of the various lines, the interchanging of transfers and the improved facilities for bringing suburban patrons directly into the city, prevailed upon Congress to consent to a second effort to bring about the desired consolidation, with the result that by an Act approved June 5, 1900, the Washington and Great Falls Electric Railway Company was

authorized to acquire the stock of the various roads which had been under the control of the Washington Traction and Electric Company. This stock was acquired on February 4, 1902, by the Washington and Great Falls Electric Railway Company, which under authority of the above Act of June 5, 1900, changed its name to the Washington Railway and Electric Company. An important feature of the Act authorizing this consolidation was a clause giving the various street railroad companies in the District the right to make contracts for the use of each other's tracks, under which the bringing of suburban and interurban traffic into the heart of the city has been greatly facilitated.

The companies which are controlled and operated by the Washington Railway and Electric Company are: The Washington and Great Falls Electric Railway Company, which had absorbed the West Washington and Great Falls Electric Railway Company of Maryland; the Metropolitan Railway Company, including the Connecticut Avenue and Park Railway Company; the Union Railway Company; and the Brightwood and Silver Springs Railway Company (charter forfeited); the Columbia Railway Company; the Anacostia and Potomac River Railroad Company, including the Belt Railway Company; and the Capital Railway Company; the Brightwood Railway Company; the Maryland and Washington Railway Company; and the Georgetown and Tennallytown Railway Company of the District of Columbia; the City and Suburban Railway of Washington, embracing the Eckington and Soldiers' Home Railway Company; the Maryland and Washington Railway Company; the Columbia and Maryland Railway Company of Maryland; and the Washington, Berwyn and Laurel Electric Railway Company.

ANTI-MERGER LEGISLATION.

An attempt during the year 1912 to bring about a still more extensive consolidation of power and street railway companies in the District by an organization known as the Washington Utilities Company, involving an issue of \$30,000,000 stock and of \$100,000,000 50-year, 5 per cent. gold bonds secured on the real and personal property, and the franchises to be acquired, provoked a recommendation by the District Commissioners on December 5 of that year for restrictive legislation, in response to which, Congress, in section eleven of the District Appropriation Act of March 4, 1913 (37 Sta., pt. 1, 1006), included a provision known as the "Anti-merger Law," which prohibits any public utility corporation doing business in the District from transferring its stock to another company without specific authority from Congress to do so.

PUBLIC UTILITIES COMMISSION.

Paragraph 97 of section 8 of the same Act (ib., 995) created the Public Utilities Commission, consisting of the three Commissioners of the District of Columbia, with power to supervise and regulate every street railroad or other common carrier, gas company, electrical company, water power company, telegraph or telephone company, and pipe line company operating in the District.

PROPOSED MUNICIPAL OWNERSHIP.

Representative Robert Crosser, of Ohio, introduced three bills into the House of Representatives, each entitled "A Bill to provide for the acquisition, ownership, and operation by the Commissioners of the District of Columbia of all street railroads located in the

District of Columbia." One of them, H. R. 7896, was introduced September 2, 1913; another, H. R. 15191, on March 30, 1914, and another, H. R. 9219, on January 17, 1916. These bills proposed to direct the District Commissioners to acquire the street railroads for the District, the first-named bill by negotiation or condemnation, and the latter two by condemnation, and pay for them out of the proceeds of the sale of thirty-year bonds, which the Commissioners of the District of Columbia were to issue and sell, bearing interest at the rate of 3.65% per annum; the principal of and interest on which were to be paid out of a sinking fund derived from the receipts from the operation of the railroads. None of these was enacted.

THE WASHINGTON AND GREAT FALLS ELECTRIC
COMPANY.

The Washington and Great Falls Electric Company was incorporated by an Act of Congress approved July 29, 1892, with authority to establish a double and single track from near the north end of the Aqueduct Bridge, west to Cabin John Creek (27 Stat., 326). This Act was amended as to route by Acts of August 23, 1894 (28 Stat., 492), and June 3, 1896 (29 Stat., 246). It completed its road in August, 1895.

On June 5, 1900 (31 Stat., 270), it was authorized to acquire and hold stock in any of the hereinafter-named street railway corporations and to enter into contracts for the use of the road or route of such roads and to pay therefor by assigning its obligations secured by mortgage or deed of trust upon its right of way, property and franchises or other obligations, or by issuing both such stock, bonds or obligations to an amount not exceeding the actual consideration paid. Also to issue stock, bonds or obligations for the extension or equip-

ment of such road or for electric power therefor. Each of the railway corporations concerned was authorized by that Act to enter into such contract of purchase and sale through its board of trustees "with the consent in writing of the owners of three fourths of its capital stock," to enter into contracts with the Washington and Great Falls Electric Company and with each other or with any of the others, for the use of its road or route or any part thereof with the written consent of the owners of at least three fourths of the capital stock or a vote of such owners at a specially called meeting.

The Washington and Great Falls Electric Company; the Washington, Woodside and Forest Glen Railway and Power Company; the Washington-Rockville Railway Company, and the Washington and Glen Echo Railroad Company, the latter three being Maryland companies, were also by that Act empowered mutually to contract for its use of each other's roads, and each to change its corporate name to any name or corporation name not then in use by a similar corporation in the District of Columbia.

THE METROPOLITAN RAILROAD COMPANY.

The Metropolitan Railroad Company was the second street railroad company, in point of time, incorporated in the District of Columbia, and was chartered by the Act of Congress approved July 1, 1864.

Its original route was from the junction of A Street north and New Jersey Avenue; via that avenue to D Street, via D and C Streets north, and Indiana Avenue to 5th west, via said 5th to F; via F to 14th; along 14th to I, and thence westward over a route not necessary to recite, as it was not used. On the contrary the company availed itself of the authority granted in its char-

ter to lay a single or double track from Massachusetts Avenue and H Street northwest, and along said H Street to 17th Street west, to locate its tracks on H Street from 14th to 17th Streets northwest.

The company acquired the Connecticut Avenue and Park Railway Company of the District of Columbia in June, 1874, and accordingly laid tracks which that company was authorized to locate on 17th Street west from H to K north, thence on Connecticut Avenue to Boundary or Florida Avenue. The tracks laid on Connecticut Avenue north of P Street north remained unused for several years and were covered with a bituminous roadway by the Board of Public Works. About 1883 the residents of the section on Columbia Road between Florida Avenue and 19th Street bethought them that these tracks might be used and called the attention of the Metropolitan Company to their need of street railroad facilities there. The company readily saw that its interest lay in the same direction; resurrected the tracks from under the asphalt pavement and ran a regular shuttle service from that Avenue to P Street at Dupont Circle until the road was extended on Columbia Road to Mt. Pleasant under Acts of Congress approved February 27, 1897, and June 6, 1900, when it ran its cars through to Park Road.

In 1892 the Rock Creek Railway Company constructed and operated by horse cars, a track on Florida Avenue from Connecticut Avenue to 18th Street west, connecting with the track extending out that street from Florida Avenue to Chevy Chase. This track was removed in 1899.

For a number of years after this company began operations it ran a service down 17th Street west from H to New York Avenue, and had its office and stables on the land at the southwest corner of that intersection upon which the Corcoran Art Gallery is situated.

This company assumed to derive its authority to extend its line into Georgetown via P Street north, from the charter of the "Union Railroad Company" which was incorporated by the Legislative Assembly of the District of Columbia on January 19, 1872, with which it was authorized by that Act to connect at 17th and H Streets northwest, and which it absorbed in November, 1872, as the president of the Metropolitan Company testified on page 875 of the Record of the Joint Select Committee of Congress appointed in 1874 to inquire into the affairs of the government of the District of Columbia. It had no color of authority otherwise. It derived its authority to build the loop at the west end of its route from the fifth section of the Act of February 26, 1895 (28 Stat., 683), as follows:

"That the said Metropolitan Railroad Company is hereby authorized and required to lay down and continue its underground electric construction of single track from the intersection of P and Thirty-fifth Streets northwest, thence running west along P Street to Thirty-sixth Street, thence south on Thirty-sixth Street to Prospect Avenue, thence east on Prospect Avenue to Thirty-fifth Street, thence north on Thirty-fifth Street to O Street, thence east continuing its route as now located."

It also absorbed the Boundary and Silver Springs Railway Company, which was incorporated January 19, 1872, by the Legislative Assembly of the District of Columbia. The president of the Metropolitan Railroad Company also naïvely stated in response to an inquiry whether his company had laid or changed its rails from one street to another at its own volition or discretion, that it did so "from Third Street west, which was hilly, to Four and a half Street"; and that it laid rails on B Street, 6th Street and Missouri Avenue (to get from 9th and B to Missouri Avenue and 4½ Street) without any authority.

An explanation of its independence in respect to constructing its B Street line, as well as in absorbing without legislative authority the Union Railroad Company and the Connecticut Avenue and Park Railway Company, may not be remote from the fact that the president of the company, who was the most aggressive and influential member of the Council of the House of Delegates; the Vice-President of the then omnipotent Board of Public Works, and Samuel P. Brown, another member of that Board, were on its board of directors and the latter its first president. The vice-president of the Board of Public Works escaped from the embarrassment of that position by a timely resignation dated August 1, 1872, while the arbitrary absorption of the Union Company with all the route west of Connecticut Avenue and P Street, according to the testimony of the president of the company, occurred "about" the 31st of that month.

The 9th Street branch of this railroad from M Street north to B Street north was authorized by its charter of July 1, 1864, with the privilege of laying tracks on other streets which it did not elect to accept. Its authority for laying tracks on 4½ Street from Missouri Avenue to P Street south is given in the amendatory Act of March 3, 1865, which also authorized the extension from its terminus at A Street near the Capitol via A, 1st and East Capitol Streets to 9th Street east.

It was empowered by an Act of Congress, approved February 26, 1895, to contract with the Rock Creek Railway Company "for the purchase, sale, lease, or joint operation of the line of the latter company on Florida Avenue and U Street, or any part thereof" (28 Stat., 683), but did not do so.

On February 4, 1902, by a deed of that date, the Metropolitan Railroad Company was acquired by the

Washington and Great Falls Electric Railway Company and became part of the Washington Railway and Electric Company system.

THE COLUMBIA RAILWAY COMPANY.

The Columbia Railway Company was incorporated by an Act of Congress approved May 24, 1870 (16, 133).

Its route was from 15th Street and New York Avenue northwest via that avenue to K Street northwest, thence east on that street to Massachusetts Avenue to H Street north, thence on that street to 15th Street east, and return by same route with a single or double tracks.

This company was absorbed in the Washington Railway and Electric Company system February 4, 1902, as hereinbefore stated under the heading of that company.

THE BOUNDARY AND SILVER SPRINGS RAILROAD COMPANY.

This company was chartered by the Legislative Assembly of the District of Columbia on January 19, 1872, but the charter was forfeited by its failure to construct its roadway.

THE ANACOSTIA AND POTOMAC RIVER RAILROAD COMPANY.

This company was incorporated on May 19, 1872, under the general incorporation law of the District, approved May 5, 1870, but its construction, operation and maintenance was sanctioned by an Act of Congress approved February 18, 1875 (18, 328).

Its route originally was from the northern end of the Eastern Branch Bridge at 11th Street S. E., via

11th Street to M Street south; via M to 3d east; via 3d to N south, along N to Water; along Water to 12th west; along 12th to Ohio Avenue; along Ohio Avenue to 14th west; along 14th to Pennsylvania Avenue; also in M Street south from 3d to Water, and on 11th west from Water to 12th and B Streets southwest, but this route was materially changed by Acts of Congress.

It was acquired by the Washington Railway and Electric Company on August 31, 1912, pursuant to the Act of June 5, 1900 (31 Stat., 270), by purchase of controlling stock.

It acquired the Belt Railway Company, pursuant to an Act of Congress, approved June 24, 1898 (30, 480), and the Capital Railway Company in 1899.

THE BELT RAILWAY COMPANY.

The Belt Railway Company was incorporated as "The Capitol, North O Street and South Washington Railway Company," by an Act of Congress, approved March 3, 1875 (18 Stat., 498). Its name was changed to "The Belt Railway Company" by an Act of Congress, approved February 18, 1893. It was so named from the fact that its route described a complete circuit of the part of the city of Washington between 1st Street and 14th Street west, and Maryland and Virginia Avenues and P Street north. Its route was materially changed by Acts of Congress before its purchase by the Anacostia and Potomac River Railway Company under the provisions in the Act of June 24, 1898.

THE CAPITAL RAILWAY COMPANY.

The Capital Railway Company was incorporated by an Act of Congress approved March 2, 1895 (28 Stat., 721). Its route began at Shepherd's Ferry on the Po-

tomac River opposite Alexandria, so named in honor of Governor Alexander R. Shepherd by Mr. Kaiser, who was one of the principal officials of the Baltimore and Ohio Railroad when the "Ferry" was established. The route thence extended via Congress Heights over such route as the Commissioners of the District of Columbia approved, to and across the 11th Street east bridge over the Eastern Branch and connecting with the lines of the Capital Traction Company on M Street and going north on 11th to East Capitol Street. It was acquired by the Anacostia and Potomac River Railroad Company in 1899.

THE BRIGHTWOOD RAILWAY COMPANY.

The Brightwood Railway Company of the District of Columbia was incorporated October 18, 1888, by an Act of Congress of that date, with a route on Brightwood Avenue (now Georgia Avenue), from Florida Avenue to the boundary of the District. Its franchise was acquired by the Metropolitan Railroad Company on December 31, 1912.

THE WASHINGTON, WOODSIDE AND FOREST GLEN RAILWAY AND POWER COMPANY OF MONTGOMERY COUNTY, MARYLAND.

This company was authorized by an Act of Congress approved June 29, 1898, to run its vehicles over the tracks of the Brightwood Railway Company and to use that company's power or furnish power for that purpose. To the extent that it operates in the District of Columbia it is under the management of the Washington Railway and Electric Company.

THE UNION RAILROAD COMPANY.

“The Union Railroad Company” was incorporated by an Act of the Legislative Assembly of the District of Columbia approved January 19, 1872, with authority to lay a single or double track railway from 15th Street and New York Avenue northwest along 15th to I; along I to Connecticut Avenue; along that avenue to P; along P to West Street, Georgetown; along West to High; along High to 2d, 3d, or 4th; along 2d, 3d or 4th to Fayette or Warren, with the privilege of passing through West Street to Montgomery Street; through Montgomery Street to Stoddard Street; through Stoddard Street to High; along High to 2d, 3d or 4th; along 2d, 3d or 4th to Fayette; along Fayette to High and along High to the northern boundary line of Georgetown, with the privilege of connecting with the Metropolitan Railroad, by consent of that company, at the corner of 17th and H Streets, and running up Connecticut Avenue. It also was authorized to construct a branch road from 19th and P northwest along P to North Capitol Street; along North Capitol Street and the road leading to Greenwood Cemetery. In case the Company should connect its road with the Metropolitan Railroad at 17th and H Streets, it was not required to construct the part of its road between the intersection of Connecticut Avenue and 17th Street, and New York Avenue and 15th Street.

This company obviously chose to connect with the Metropolitan Railroad Company’s track at 17th and H, as no tracks were laid on the 15th Street and I Street route to New York Avenue, while the line from 17th and H northward has been in operation since the early seventies.

THE ECKINGTON AND SOLDIERS' HOME RAILWAY COMPANY (THE CITY AND SUBURBAN RAILWAY OF WASHINGTON).

The Eckington and Soldiers' Home Railway was incorporated by an Act of Congress approved June 19, 1888. The original route was on New York Avenue from 7th Street west to 3d Street east, thence via 3d to T, east to 4th east, and along said 4th to Bunker Hill Road (now Michigan Avenue). The route was changed and extended by several Acts of Congress.

Under authority of Act of June 27, 1898, it acquired "The Maryland and Washington Railway Company" and changed its own name to "The City and Suburban Railway of Washington." It was also authorized by the Act of June 27, 1898, to acquire the property and franchise of the Columbia and Maryland Railway Company lying between the town of Laurel, Maryland, and the District of Columbia.

THE MARYLAND AND WASHINGTON RAILWAY COMPANY.

The Maryland and Washington Railway Company was incorporated by an Act of Congress approved August 1, 1892 (27 Stat., 341). Its route is from 4th Street and Rhode Island Avenue and along said avenue northeastwardly to the District line. The cars of this company operate between 4th Street east and Rhode Island Avenue, and over the tracks of the Eckington and Soldiers' Home Railroad Company, by which the company was purchased, and which changed its name to "City and Suburban Railway of Washington" under section 9 of the Act of June 27, 1898. (30, 81, 490).

THE GEORGETOWN AND TENNALLYTOWN RAILWAY
COMPANY.

The Georgetown and Tennallytown Railway Company of the District of Columbia was incorporated in 1888 by an Act of Congress which was received by the President August 10 of that year but was not returned by him to Congress and became a law without his approval. Its route is from the Potomac River near High Street, along that street to Tennallytown Road (Wisconsin Avenue), and along that road to the District line.

Authority was granted by an Act of Congress approved August 10, 1876, for the incorporation of "The Georgetown and Tennallytown Railroad Company" over the route above mentioned and other streets in Georgetown, but lapsed because of failure to comply with the time requirements of the charter.

THE EAST WASHINGTON HEIGHTS TRACTION RAILROAD
COMPANY.

The "East Washington Heights Traction Railroad Company" was incorporated by an Act of Congress approved June 18, 1898 (30 Stat., 478). Its route, as authorized by that Act, is an elaborate project to accommodate the section near the Eastern Branch at the eastern end of the Pennsylvania Avenue Bridge over that stream, and the hilly country beyond. The requirement of the law of July 1, 1902, that this company should bear one half the cost of maintenance and repair of that bridge under the same conditions as those governing the use by street railroads of the bridges over Rock Creek under the Act of Congress of August 7, 1894, was an especial hardship to this road, as its share of such cost during 1909-10-11 was

\$8,530.97. \$2,500 of that amount it paid in cash, but the balance was remitted by the clause in the general deficiency Act of March 4, 1915, and the company required to pay \$400 annually for the use of the bridge (38 Stat., 1141). It is the shortest line with the longest name of any street railroad in the District. Its institution was due to the public spirit of Mr. A. E. Randle, whose enterprise has done much for the communal development of the southeast section of the District.

THE WASHINGTON AND MARYLAND RAILWAY COMPANY.

The Washington and Maryland Railway Company is the successor of the Baltimore and Washington Transit Company, which was incorporated under the laws of Maryland, and was authorized to extend its road into the District of Columbia. Its name was changed to its present name by an Act of the General Assembly of Maryland, March 4, 1914. Its route in the District of Columbia is Colorado Avenue to Takoma Park via Kennedy Street and 3d Street northwest.

THE WASHINGTON AND OLD DOMINION RAILWAY COMPANY.

The Washington and Old Dominion Railway Company was chartered by an Act of the General Assembly of Virginia approved January 24, 1900, as the "Great Falls and Old Dominion Railroad Company." It was authorized to enter the District of Columbia by an Act of Congress approved January 29, 1903 (32 Stat., 781). Its route in the District is across the Aqeduct Bridge by a single track at M Street north, and on 36th Street west, south of Prospect Street.

THE WASHINGTON INTERURBAN RAILWAY COMPANY.

The Washington Interurban Railway Company, successor of "The Washington, Spa Spring and Greta Railroad Company," was chartered by an Act of the General Assembly of the State of Maryland approved February 13, 1905, and was permitted to extend its tracks into the District of Columbia by Acts of Congress approved February 18, 1907 (34 Stat., 894), and March 3, 1909 (35 Stat., 779). Its route in the District of Columbia was from the District line along Bladensburg Road to 15th and H Streets and Maryland Avenue northeast. Its name was changed to "Washington Interurban Railway Company" October 21, 1912, and recorded in the Tax Commissioner's office in Maryland.

WASHINGTON-VIRGINIA RAILWAY COMPANY.

This corporation was originally the Washington, Alexandria and Mount Vernon Railway Company, which was authorized to extend its tracks into the District of Columbia by an Act of Congress approved August 23, 1894 (28 Stat., 494), and the Washington, Arlington and Falls Church Railway Company, which was merged into it October 17, 1910.

Its route originally extended from B and 14th Streets, along B Street to 13½ Street; north on 13½ Street to E Street; west on E Street to 14th Street, and south on 14th Street to the Potomac River on the tracks of the Belt Line Street Railway Company. These tracks were completed in 1896, with a waiting station and ticket office at the southeast corner of 13½ and E Streets northwest. But as the upper part of that route involved a circuit of the block on which the District Building is situated, the Commissioners of the

District of Columbia were vested with authority to determine another route in that locality by the Public Building Law of June 6, 1902 (32 Stat., 321), and approved a plan of the present route beginning at 12th and D; thence south on 12th to C north; thence west on C to 14th west, and thence south as above.

There is no record of the authority for this company to transport its passengers across the Potomac River on the Long Bridge, instead of by means of boats or barges, as required by its charter; but it used that bridge from the time it began operations until the Highway Bridge was opened for public use on February 12, 1906. Its tracks were then transferred to that bridge as contemplated by the Act of Congress approved February 12, 1901 (31 Stat., 773), and obviously under a concession from the Baltimore and Potomac Railroad Company which was directed by the Act of Congress approved June 21, 1870 (16 Stat., 161), to give other railroads the right to pass over the bridge upon terms to be agreed upon. But I find no statutory authority for the abandonment of the ferry service, whose very conception was such an absurdity, in view of the distance the ferry boat need travel, that it illustrated how adroitly Congress, under due provocation, can temper legislative dignity with humor.

This company and all other street railroad companies using this bridge are required by the last-named act to pay to the District one half of a cent for each passenger they carry over it.

Several local railway companies have been incorporated to operate in the District of Columbia, but have forfeited their charters by their failure to complete their lines and begin operations within the period their charters prescribed.

The Washington and Gettysburg Railway Company, incorporated in the State of Maryland, was authorized by an Act approved March 3, 1899, to construct a city-suburban branch within the District of Columbia for carrying passengers, milk, garden produce and other small freight, but did not construct its line as required by law.

The Washington and Glen Echo Railroad Company, another Maryland company, was authorized by an Act of May 7, 1898, to construct and operate a line of double track 600 feet long from the boundary of the District to the west end of Connecticut Avenue extended, but failed to complete its line within the statutory period.

The Washington and University Railroad Company of the District of Columbia was incorporated by an Act of Congress approved July 8, 1898. Its route was in the northwestern section of the District near Reno. It wandered around without any well-defined object, but failed to materialize within the time prescribed for its completion.

The Washington and Marlboro Electric Railway Company of Maryland was incorporated by an Act approved March 2, 1895, to construct and operate a street railway via the Suitland Road, Bowen Road or other route approved by the Commissioners, to Pennsylvania Avenue, in the southeastern section of the District. One of the ambitious features of this project was a bridge across the Eastern Branch, but the requirement was apparently more than the resources of the incorporators could meet. This company, too, failed to make good.

The Boundary and Silver Springs Railroad Company, which was chartered by the Legislative Assembly of the District of Columbia on January 19, 1872,

also forfeited its charter by failure to construct its roadway within the statutory limit of time.

MOTIVE POWER.

Improvement in the motive power for the street railroad cars has kept pace with the progress of motor invention, and at present represents the latest development in that respect.

The first street railroad cars were moved by horses. Frequently the companies employed horses in that service worthy of a more distinguished employment, which they seldom failed to get, as the car drivers generally had a good eye for equine excellence and were eager to give their knowledge to passengers who took advantage of the information to get a valuable animal at a minimum price, for which the driver was often liberally rewarded by the purchaser.

It was one of my diversions to ride on the front platform with the driver in all kinds of weather except during thunderstorms. One of my occasional companions in that enjoyment on the cars of the Washington and Georgetown Railroad Company was the poet Walt Whitman, who preferred to ride on the front platform of a car on which a young man with light curly hair, whose name I think was Doyle, and whose appearance indicated Irish descent, was conductor. Whitman's custom was to get on the car of this conductor at the Treasury Department, where he was employed, after office hours, and ride toward the Navy Yard. During the rides with them in which I participated, their conversation, so far as I can remember, consisted of less than fifty words. It was the most taciturn mutual admiration society I ever attended; perhaps because the young Apollo was generally as uninformed as he was handsome, and Whitman's intel-

lectual altitude was too far beyond his understanding to be reached by his apprehension or expressed by his vocabulary. The fellowship was a typical manifestation of the unconscious deference which mediocrity pays to genius, and of the restfulness which genius sometimes finds in the companionship of an opposite type of mentality.

The youthful grace of the conductor and the mature personality of the poet with iron-gray beard, slouch hat and rolling shirt collar that exposed a sturdy throat and enough of a broad chest to move with envy the modest young women of this day who affect the low-necked exposure, completed an ideal study in individual physical contrast.

The street car horses were at first equipped with a set of small bells attached to the harness at the top of their heads, presumably to give warning of their approach to pedestrians or drivers of vehicles about to cross or near the tracks. The use of these bells was discontinued pursuant to a police regulation which was made July 14, 1887, on the mere whim of one of the Commissioners. It evoked no public manifestation of disapproval or regret, although I for a long while thereafter felt that the sacrifice of the pleasant jingle of those bells to a mere administrative caprice was a personal loss without the slightest communal gain.

My riding on the front platform with the driver developed many pleasant friendships with drivers and passengers who, like me, preferred the fresh air of the open to the often oppressive atmosphere inside.

One of the drivers on the old horse cars was the brother of an admiral of our Navy and had the force of character to fill a like position with credit, if destiny had selected him for the rôle. Another was the brother-in-law of an admiral.

One of the conductors of the old horse cars is now one of our richest citizens. One who recently died was one of the largest stockholders in one of the companies and was for several years the president of the road.

One of the drivers on the 7th Street line had a remarkable faculty for making rhymes. He addressed his horses and expressed his most ordinary remarks in a measure that would have done credit to a poet laureate.

In the horse car days, the drivers did not have the protection of vestibules, but were required to face all kinds of storms and blasts. They had rubber overcoats for rain storms and suitable cloth overcoats for cold dry weather. Man's proverbial inhumanity to man impeded for several years the effort of the traveling public to require street car companies to furnish the street cars with suitable equipment to shield the drivers from inclement weather. It was claimed by the railroad companies that the glass would become covered with mist and rain and conduce to accidents; that the comfortable condition of the drivers would make them less alert and more susceptible to other circumstances inimical to the safety of the passengers. But none of those forebodings were realized and it is not probable that the car companies would willingly dispense with the protection those vestibules afford. It is also due to the companies to state that the hardship on car drivers when operated at the relatively slow speed as compared with those moved by electricity was correspondingly less than it would now be if the drivers were exposed as they were then.

The exclusive use of horses for motive power continued until the operation of the Eckington and Soldiers' Home line in the fall of 1888, although the Washington and Georgetown Railroad Company had experi-

mented between 1870 and 1880 with a steam motor car, which was run on Pennsylvania Avenue near the Capitol several times, but was not adopted for permanent use. The permanent change from horse power to mechanical propulsion on all lines was adopted pursuant to a requirement to that effect in the District of Columbia Appropriation Act of March 2, 1889.

In 1854 Dr. Charles G. Page, who then resided in the neighborhood of Whitney Avenue and 7th Street northwest, constructed there an electrically operated car of his own invention, and patented it as No. 10,480, which he ran successfully on the tracks of the Baltimore and Ohio Railroad from the station of that road at 2d Street and Pennsylvania Avenue northwest to Hyattsville or Bladensburg, Maryland, where it failed to function effectively, and was brought back by horse power. Its engine essentially consisted of a cross head which reciprocated between two opposing sets of two electromagnets each, which were energized by a galvanic current generated on the car and turned the wheels by means of a connecting rod and a crank on the axle.

The first practicable application of mechanical power for the propulsion of street cars in the District of Columbia was the electric system on the cars of the Eckington and Soldiers' Home Railway Company, which was installed during 1888 on New York Avenue from the east side of 7th Street east to Eckington, and on 4th Street east to Michigan Avenue, and via that avenue to within a short distance of the tracks of the Baltimore and Ohio Railroad during 1889 and 1890. The power was developed by a steam power plant and delivered to the cars by an overhead trolley system. The overhead wires were removed in 1895, in accordance with the charter, which only authorized their use until July 1 of that year. The company also used

storage batteries on the part of its system on 5th Street west from New York Avenue to Louisiana Avenue, thence to 6th Street west and via that street to the steam railroad station at 6th and B Streets northwest, but their weight and expense were prohibitive and they were soon replaced by horses on those portions of its route where overhead wires were forbidden, and operated by horse power until the standard electric system by which its cars are now moved was installed.

This company also experimented in 1898 with an electro-magnetic system of propulsion on North Capitol Street between New York Avenue and T Street northwest, known as the Willis system, which was essentially similar to the Brown system with which an experiment was made by the Capital Railway Company, as mentioned later.

The Eckington Railway Company and the Belt Railway Company were required by the Act of June 10, 1896 (29 Stat., 318), to equip their lines "with compressed-air motors"; and if after three months' trial the Commissioners of the District of Columbia should deem that system not satisfactory, the company should install the underground electric device within eighteen months from the date of said Act.

Both companies experimented with compressed-air motors but soon passed into the hands of receivers whom the court refused to authorize to provide motor equipment. In 1899 both lines were equipped with the standard underground electric motive power.

The Metropolitan Railroad Company at first operated its cars by horse power. While its first president, Samuel P. Brown, was in charge two horses were hitched to each car, but in 1865, when John W. Thompson was placed in that position, the two-horse cars were supplanted by a small box car drawn by one

horse and managed by a driver who also attended to the receipt of the fares deposited by the passengers.

While the Capital Traction Company was installing a cable system of traction, the Metropolitan Railroad Company experimented during 1890 upon its F Street line with a storage battery device, but the result was unsatisfactory, and Congress, impatient at the delay, passed the Act of August 2, 1894 (28 Stat., 217), directing it to equip its lines with an underground electric system within two years. The company accordingly installed the present underground sliding-shoe system, which was completed on its east and west line on July 7, 1896, and on its north and south line in January, 1895.

The second kind of motive power applied to street cars in the District was the underground cable which the Washington and Georgetown Railroad Company began to install immediately after the approval of the District Appropriation Act of March 2, 1889, which required the street railroad companies in the District to adopt mechanical appliances and to use only flat, grooved rails. The 7th Street line of that company was equipped and operated with cable by April 12, 1890, and the rest of its route by August 18, 1892.

The power houses from which this cable system derived its energy were at 14th and E Streets northwest, where the District Building now stands, and at 7th and P Streets southwest. A large wheel pit connected with this cable system was constructed in the middle of the intersection of Pennsylvania Avenue and 14th Street northwest. After the power house at 14th Street was destroyed by fire on the night of September 29, 1897, its purchase by the government gave the District an ideal site for its Municipal Building.

The Capital Traction Company and the Columbia

Railway Company were the only ones which used cable propulsion. The company then decided to substitute the underground electric system for the cable traction. While that substitution was in progress, horses were used to operate the cars on Pennsylvania Avenue and on 14th Street. The old cable conduits were used for the electrical installation. The 14th Street branch began operation under the electrical system on February 27, 1898; the Pennsylvania Avenue division on April 20, 1898, and the 7th Street section on May 26 of that year.

The Columbia Railway Company installed a cable system and began its operation on March 9, 1895, but the superiority of the standard underground electric system led to its substitution for cable traction on July 22, 1899.

The next modern device was that which was employed by the Rock Creek Railway Company on its line on U Street north from 9th to 18th Streets west, and was known as the Love system. That system transmitted the electric energy through a set of trolley wheels which ran along underground conductor rails, instead of through the sliding shoe which fulfills that purpose in the present underground standard electric appliance. The Love device was practicable, but more expensive than that now used. Its use was limited to that line.

In the spring of 1899 this system was abandoned and the underground sliding-shoe contact system substituted for it and for the overhead electric system as far as the Calvert Street Bridge over Rock Creek. The portion of the route west of Rock Creek is operated by an overhead trolley electrical system.

Several other interesting experiments were made about this time with the object of discovering an ideal

motive power for street cars. One of them, which was tried on a short stretch of track on 7th Street north of Florida Avenue about 1890, consisted of two parallel tubes six or eight inches in diameter which were installed in an underground conduit, and revolved against a set of staggered friction wheels attached to and depending from the car, and impelled the car on the principle of a screw. The rotary motion was imparted to the tubes by small engines about five hundred feet apart, along the tubes. As the air escaped from the exhaust, it absorbed so much heat from the moisture in the surrounding atmosphere that the ice so generated clogged the gearing of the engines by which the pipes were turned, and was an insuperable obstacle to the efficient operation of the device.

During 1897 the Capital Railway Company tried on M Street southeast, between 8th and 11th Streets, the "Brown" system, consisting of magnets set in boxes at regular distances along the track, which were energized by a current carried by a wire and were designed to impart energy to the driving appliances on the car. These magnets were brought in contact with a shoe running the length of the car and depending from it, some part of which constantly touched one of these magnets. This system continued in a sort of experimental stage until 1899, but in that year it also installed a double trolley system over the Navy Yard Bridge, which proved a failure. When the company fell under the management of the Washington Traction and Electric Company, it was equipped with the standard underground electric plant, in common with the other roads in that system.

CARS.

The cars first used by the Washington and Georgetown Railroad Company had side seats. They were very small, but the company gradually used larger cars to correspond with the increase in traffic. The weight of these cars in 1872 may be inferred from the fact that in that year one of them, practically empty, ran over the ankles of a young man without permanently injuring them.

They were unheated and cruelly cold in very cold weather. In order to furnish some warmth for the feet the aisle was bedded with straw a few inches deep, into which the passengers carried mud and moisture, and frequently used it as a cuspidor. I have seen many passengers, including members of Congress and Senators, expose themselves to the censure of the fastidious by such a breach of decency. The seats ran lengthwise of the car, with an aisle between.

The original cars of the Metropolitan Railroad Company were two-horse cars, but in 1865 they were replaced by vehicles termed "one-horse" box cars, which, if the designation implies a general deprecation, justified their name. A box was attached next to the left-hand side of the front door, into which the passenger was expected to drop his fare.

In 1877 and 1879 and 1883 the Washington and Georgetown Railroad Company placed one-horse cars on parts of its lines to meet the competition of the "Chariot Line" and the "Herdie Phaeton Company," the particulars of which are set out under those heads.

The two-horse cars were gradually reinstated on all lines between 1886 and 1893, and the use of one-horse cars within the limits of the city of Washington prohibited after January 1, 1893, by Act of Congress approved July 29, 1892.

The cars of the Washington and Georgetown Company were at first equipped with a tongue or pole between the horses, but about 1872 these were discontinued, as they were practically useless. Their adoption was an instance of unthinking adherence to precedent, as poles were at that time an adjunct to all other heavy vehicles, and conduced to their ready steering and backing, but were superfluous on cars which were steered by the tracks, and when there was occasion for reversal could be readily backed by hitching the team to the other end of the cars. The Eckington and Soldiers' Home Railway commenced in 1888 with the ordinary electrically driven street cars, but in 1889 put in use on its tracks a number of double-decked cars, which had no motor equipment of their own but were towed by the ordinary tractor cars of that line.

With the introduction of mechanical traction, the character of the cars was correspondingly improved, and their internal tidiness assured by appropriate police regulations, until there is little room for improvement in them, except to better the ventilation of some types of them, and to lessen the noise attending their operation, which is a disgrace to the inventive spirit of the age.

Contemporaneously with cable propulsion the Capital Traction Company operated two cars together; the rear car was called a "trailer."

TRACKS.

The rails first used on street railroads here were so shaped that the upper surface of the outer half of them was enough higher than the upper surface of the inner half to prevent the flange of the wheel from touching the lower half. This design was succeeded by one which provided a side groove on the inner edge and

lower than the crown of the rail for the flange to run in. These rails were nailed to wooden stringers, which rested on timber cross ties.

The first tracks of the Columbia Railway consisted of a simple flat iron band nailed on top of wooden stringers so as to allow the flange to move freely along the inner edge of the latter. They were succeeded by a flat rail, and in July, 1899, by the standard flat grooved rail.

On the 9th Street line of the Metropolitan Railroad Company the tracks at first consisted merely of wood strips, which rapidly became worn, nailed on top of the sleepers. This was done to meet the peremptory requirement of the Board of Public Works that the Company lay its tracks on that street as the paving of the roadway progressed. Standard iron rails could not be promptly obtained. Soon after strap iron was nailed to the top of the stringers, and sometimes the rails were laid immediately on the concrete pavement.

The clause in the District of Columbia Appropriation Act of March 2, 1889, which required the street railroad companies to install mechanical motive power, also compelled them to lay a flat-grooved rail. That class of rail had been used in England for a number of years. It was contended by the railroad companies, as a reason why they should not be put to the expense of changing the rails, that the groove would fill with ice in winter and interfere with railroad traffic; but that has only happened seriously once, when in the winter of February, 1899, the temperature was for three succeeding days below zero, and on one of those days sixteen degrees below; and on the 13th of that month, and several days thereafter, the snow was thirty inches deep on the level and several feet high in drifts.

The normal operation of the street railroads in the District during the years 1871 to 1874 was often obstructed by the disturbed condition of the streets, due to the improvident manner which occasionally characterized the prosecution of the work on them by the Board of Public Works. At times grading the entire length of a street or avenue would be in progress, and the railroad tracks were supported on stilts to permit the work. The tracks were consequently so unstable that the cars were constantly running off of them. The loss in fares as a result of that chaotic condition was enormous; but by a sort of legal irony, the companies were fully assessed for the expense of the "benefit so conferred" as a "special" improvement. Much of the loss to the companies and discomfort and delay to the traveling public might have been avoided by restricting the street upheaval to shorter stretches at one time. During the street work by the Board of Public Works on F Street north, it became necessary for the Metropolitan Railroad Company to cover completely the space between its rails with boards on that street between 9th and 14th Streets to prevent the miring of its horses in the soft earth.

It was quite common in those days for the drivers to drive a car off the track at any point of the route, turn it around on the street, and proceed in the opposite direction; sometimes to go entirely around a block. The box cars were light enough in weight to permit such handling with ease.

When street railroads were first constructed in the District of Columbia, the spaces between the rails and tracks and for two feet outside the latter were paved with cobble stones. This was demonstrated by experience to be the best for the horses by which the cars were drawn, both for foothold and for the health of the horses' feet and limbs.

The organic act of June 11, 1878, provided that street car companies might continue to use such pavements between their rails and tracks, but required them to conform to the kind of pavement of any street which crossed their tracks; but by an order of April 19, 1889, the Commissioners prohibited the paving of any street railroad tracks on any paved street with that material. Since then track spaces have been paved with wooden block, asphalt, vitrified brick and other material producing an even surface. It is customary to lay two rows of scoria bricks lengthwise along the outer rail of each track to minimize the deteriorating effect of vibration of the rail on the contiguous bituminous concrete pavement. This practice has been in vogue almost ever since, with the difference that originally a row of bricks was laid lengthwise next the track and one laid endwise to that.

The tardiness of the Columbia Railway Company in replacing its tracks with the flat-grooved girder rails and changing its motive power as required by the Act of March 2, 1889, was the cause of the introduction in the Senate on April 8, 1892, of a resolution portentous of trouble for the Commissioners in requiring them to report to the Senate what companies had not complied with the law, and why. It required all the ingenuity the Commissioners could muster to explain as they did in their letter of May 6, 1892 (L.S. 60, 302½ C.), why they had not been more importunate toward the companies, but a slight ambiguity in the statute furnished a plausible excuse, which baffled the author of the resolution if it did not satisfy him.

REMOVAL OF DISUSED TRACKS.

The Act to compel street railway companies in the District of Columbia to remove abandoned tracks, and

for other purposes, approved June 25, 1898 (30 Stat., 489), requires that

“thereafter whenever the track or tracks or any part thereof of any street railway company in the District of Columbia shall not have been regularly operated for railway purposes upon a schedule approved by the Commissioners for a period of three months, the Commissioners of said District, in their discretion, may thereupon notify such company to remove said unused tracks and to place the street in good condition; and if such company shall neglect or refuse to remove said tracks and place the street in good condition within sixty days after such notice, the directors of said company shall be deemed guilty of a misdemeanor and shall be liable to a fine of ten dollars for each and every day during which said tracks are permitted to remain upon the street or streets or said roadway shall remain out of repair, which fine shall be recovered in the police court of said District, in the name of said District as other fines and penalties are now recovered in said court.” (Sec 710 of Code, also.)

RECIPROCAL USE OF TRACKS.

“On and after one year from June 25, 1898, it shall be unlawful for any street railway company operating its system or parts of its system over any portion of the underground electric lines owned and operated by another street railway company in the city of Washington to continue such operation or to enter into reciprocal trackage relations with any other company, as provided for under existing law, unless its motive power for the propulsion of its cars shall be the same as that of the company whose tracks are used or to be used. For every violation of this Act the company violating it shall be subject to a fine of ten dollars for every car operated in violation of the provisions of this Act, said fine to be collected and applied in the same manner as is provided by existing laws in respect of other fines in the District of Columbia.” Approved June 25, 1898 (30 Stat., 489). (Also sec. 711 of Code.)

STREET PAVING ADJACENT TO TRACKS.

The organic Act of June 11, 1878, prescribes that

“when any street or avenue through which a street railway runs shall be paved, such railway company shall bear all of the expense for that portion of the work lying between the exterior rails of the tracks of such roads, and for a distance of two feet from and exterior to such track or tracks on each side thereof, and of keeping the same in repair, but that if any street railway company shall neglect or refuse to perform the work required by this Act, said pavement shall be laid between the tracks and exterior thereto of such railway, by the District of Columbia; and if such company shall fail or refuse to pay the sum due from them in respect of the work done by or under the orders of the proper officials of said District in such case of the neglect or refusal of such railway company to perform the work required as aforesaid, the Commissioners of the District of Columbia shall issue certificates of indebtedness against the property, real or personal, of such railway company, which certificates shall bear interest at the rate of ten per centum per annum until paid, and which, until they are paid, shall remain and be a lien upon the property on or against which they are issued together with the franchise of said company; and if the said certificates are not paid within one year, the said Commissioners of the District of Columbia may proceed to sell the property against which they are issued, or so much thereof as may be necessary to pay the amount due, such sale to be first duly advertised daily for one week in some newspaper published in the city of Washington, and to be at public auction to the highest bidder. Also that when street railways cross any street or avenue, the pavement between the tracts of such railway shall conform to the pavement used upon such street or avenue, and the companies owning these intersecting railroads shall pay for such pavements in the same manner and proportion as required of other railway companies under the provisions of this section.”

FARES AND TICKETS.

In no feature of our street car service has there been a greater variety than in the rate of fare.

The Washington and Georgetown Railroad Company never charged more than five cents cash for a continuous ride on its tracks in Washington and Georgetown, but was authorized by the Act of June 30, 1864, to charge five cents for each three miles outside of these municipalities. No provision was then made for the issue of tickets by that company.

In order to meet the competition of a so-called "Chariot" line and that of the "Herdic Phaeton Line," from 1879 to 1883 this company placed in service a number of one-horse cars, the fare on which was three cents a passenger.

The Act of May 24, 1870, incorporating the Columbia Railway Company, authorized it to receive a maximum fare of six cents, but did not require tickets.

The original charter of the Metropolitan Railroad Company, enacted July 1, 1864, fixed the rate of fare at five cents per passenger by its first section. Section 23 required the Company "to have prepared tickets for passage on their cars, and to keep them at their office for sale by the package of twenty-five or over, at the rate of twenty-five for a dollar." But this was changed by section one of an Act of March 3, 1865, to not exceeding eight cents for a single fare, and by section four, "for tickets at the rate of sixteen for one dollar." The company thereupon arbitrarily split the difference by exacting a fare of seven cents. It was customary on the one-horse cars, at first, for the passengers to hand a ten-cent piece or ten-cent fractional currency in paper, which was the common currency during the Civil War period, through the hole in the

door and receive from the driver an envelope containing a three-cent piece and a ticket which he deposited in the ticket box. The driver also had envelopes containing change for one dollar, fifty cents and twenty-five cents.

The one-horse cars were the scene of amusing incidents in connection with that system of paying fares after the companies began to sell six tickets for twenty-five cents. Some thrifty travelers habitually seated themselves near the cash box, and as a cash fare was passed along from a passenger in the rear, would pocket the money and put a ticket in the box, and thus earn a part or the whole of their own fare for the trip. It is reputed of a celebrated divine of Georgetown who was often the recipient of charitable contributions from strangers as well as parishioners, that once while he was sitting next the box, a quarter was passed up to purchase a package of tickets and was transferred by him to his pocket with a gracious "I thank you! Small favors thankfully received!"

The Connecticut Avenue and Park Railway Company was authorized to charge six cents per passenger, or issue twenty tickets for one dollar.

The Boundary and Silver Springs Railway Company was limited to five cents to Rock Creek Church Road, ten cents to Brightwood and fifteen cents to the Boundary of the District.

The Brightwood Railway Company, the Rock Creek Railway Company and the Georgetown and Tennallytown Railway Company were required by an Act of February 26, 1895, to issue four coupon tickets for twenty-five cents, and to redeem tickets collected by the Metropolitan Railroad Company at a rate of two and one half cents each.

The Washington and Great Falls Electric Company

was originally authorized to charge ten cents, but this was changed to five cents by an Act of June 5, 1900, by which this company became the Washington Railway and Electric Company.

The clause on the subject of fares in the charter of the Anacostia and Potomac River Railway Company provides for a sliding scale. Whenever the net receipts shall exceed ten per cent. of the actual cost of the road, it shall reduce its fare from five cents per passenger, so that such receipts shall not exceed ten per cent. of the actual cost of the construction, equipment and maintenance of the road.

The Belt Railway Company was authorized by an act amending its charter, approved March 3, 1881 (21 Stat., 404), to charge two cents fare between the Bureau of Printing and Engraving and the nearest junction with any intersecting road, but that act was repealed on August 9, 1888.

An Act of Congress approved May 25, 1894 (28 Stat., 78), requires each street railway and street herdic transportation company to issue its own tickets and sell no tickets issued by any other company. That said tickets shall be printed and sold in sheets of six tickets each, and *after having been once used shall be cancelled by the company which issued the same*: That all street railway companies and herdic transportation companies doing business in the District of Columbia shall receive and exchange tickets with each other and redeem in money any tickets in excess of the number exchanged.

This legislation was in a large measure due to the Herdic Phaeton Company. Previous to that law the herdic company sold car tickets received by it in lots of one hundred for \$3.90, and later issued its own books of tickets at the same rate. Many of its passengers

then adopted the custom of sitting close by the ticket receptacles, there being then no conductor on the herdic line, and taking all fares, whether cash or tickets of the car lines, and depositing herdic company tickets in the receptacles. This interception of cash fares threatened to prove disastrous to the herdic company, which then obtained the passage of the law above mentioned in order to compel the railway companies to accept its tickets. Before the passage of this statute the tickets were repeatedly used, and often until they were disgustingly soiled.

The present fare receivable by every street railroad corporation in the District of Columbia, or companies hereafter organized, is fixed by section eleven of the Act of Congress approved June 10, 1896 (29 Stat., 320), extending the route of the Eckington and Soldiers' Home Railway Company and the Belt Railway Company, at not exceeding five cents per passenger, or six tickets for twenty-five cents interchangeable with all existing railway companies in the District.

TRANSFERS.

The first reference to transfers of passengers on street cars operating in the District of Columbia was in section one of "An Act to Incorporate the Washington and Georgetown Railroad Company," approved May 17, 1862 (12 Stat., 388), as follows: "Receiving therefor a rate of fare not exceeding five cents a passenger, for any distance between the termini of either of said railways, or between the termini of either of said branch railways, or between either terminus of said *main* railway and the terminus of *either of said branch railways.*"

The transfer of passengers was effected by the stationing of an employee of the railroad company at the

intersection of the main line at 7th Street and Pennsylvania Avenue, and 14th Street and that avenue northwest, with the intersecting branch line, who issued to each passenger thence to the terminus of the main line or branch as the case might be.

A large class of unprincipled passengers took advantage of the manner in which these transfers were issued at 7th Street and Pennsylvania Avenue to rob the company of a material part of its revenues by an exchange of transfers with passengers who came from an opposite direction and got off at that point. They used the transfer so obtained for the return trip, and this completed a round trip for one fare. The greater number of these offenders were women who visited Center Market to purchase marketing, and illustrated by their venality how weak is the influence of civilization to restrain the predatory instinct of the human brute.

The street railroad management eventually discovered the practice and established, substantially, the system of transfers now in vogue, by which the conductor issues transfer to passengers at the time he takes their fares.

The subject of reciprocal transfers and use of trackage between the several street railroads operating in the District of Columbia was subsequently embodied in the following legislation:

“SEC. 5. That the Metropolitan Railroad Company is hereby authorized and required immediately to make reciprocal transfer arrangements with street railroad companies whose lines now connect with its lines, and to furnish such facilities therefor as the public convenience may require . . . and to enter into reciprocal trackage arrangements with connecting roads. . . . *Provided*, That every street railway company in the District of Columbia whose lines connect, or whose

lines may hereafter connect, with the lines of any other street railway company, is hereby subject to the same requirements as to transfers and trackage arrangements. and upon similar conditions, as in this section provided in the case of the Metropolitan Railroad Company and the lines connecting therewith." Approved August 2, 1894 (28 Stat., 217).

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"Provided, That the fifth section of the Act of Congress approved August second, eighteen hundred and ninety-four, relating to reciprocal trackage arrangements by the Metropolitan and other railroad companies, be, and the same is hereby amended by adding the following thereto: *Provided*, That any suburban street railroad company in the District of Columbia intersecting or connecting with any urban street railroad may have such reasonable number of its trail cars drawn by such urban railroad company, over the route of such urban railroad for the transportation of through passengers, as shall not, in the judgment of the supreme court of the District of Columbia, be to the undue detriment of such urban railroad company. The schedule, kind, and number of cars to be drawn, compensation therefor, and all other matters relating thereto in the event of said railroad companies being unable to agree between themselves shall, from time to time, on petition of either railroad company, be decided by said supreme court: *Provided further*, That in no event shall any railroad company be entitled under said law providing for trackage arrangements or under the provisions of this Act to collect fares except from such passengers as board the cars upon their own line: *Provided further*, That this provision shall not be construed to affect rights heretofore acquired either by contract or under any order of court made under authority of law." Approved June 11, 1896 (29 Stat., 399).

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"SEC. 3. That the Capital Railway Company, the Metropolitan Railroad Company, and the Capital Traction Company are hereby required to issue free transfers at the point of intersection of their respective lines, so that for the pay-

ment of one fare a passenger on either road shall have the privilege of riding over the lines of both." Approved May 28, 1896 (29 Stat., 188).

"The Brightwood Railway Company, the Rock Creek Railway Company, and the Georgetown and Tennallytown Railroad Company be, and they are hereby, respectively, authorized and required to sell four coupon tickets for twenty-five cents, good for one continuous ride in the District of Columbia over the lines of said companies, respectively, and the lines of the Metropolitan Railroad Company, and the said suburban roads shall redeem the tickets collected by the Metropolitan Railroad Company, at the rate of two and one half cents for each coupon ticket presented by the said Metropolitan Railroad Company. Any of the aforesaid railroad companies which shall refuse to make sale of tickets or to accept tickets so sold as herein provided for, shall be liable to a fine of fifty dollars for each such violation, to be recovered in the police court of the District of Columbia as other fines are recovered." Approved February 26, 1895 (28 Stat., 683).

The corporation counsel, Mr. Conrad H. Syme, rendered an opinion on November 11, 1913, that the foregoing law of May 28, 1896, contemplated only mutually *interchangeable* transfers and not free transfers, and was inoperative from the fact that no penalty was attached by that law to a failure or neglect to make such transfer arrangements, as follows:

"The act of May 28, 1896, applied only to free transfers between the Capital Railway Co. and the Metropolitan and Capital Traction lines at points where the Capital Railway Co.'s lines intersected their lines. It did not contemplate free transfers between the latter companies at points where their lines intersected. The Capital Railway Co. was at that time a recently incorporated, inconsiderable, semisuburban road in the extreme southeastern section of the said District. The act was evidently for the purpose of aiding this company, as the service it was thus required to extend to the passengers

of the other two companies was negligible when compared with that which they were thus compelled to permit its passengers. . . . Neither section 5 of the act of Congress of August 2, 1894, nor section 3 of the act of May 28, 1896, can be construed as requiring reciprocal free transfers among the several street railway lines in the District of Columbia.

“Reciprocal free transfers are transfers issued to the passenger without extra cost to him. This term does not mean that the passenger is getting something for nothing. It means that he is getting more transportation for his money than he has heretofore had the legal right to demand.

“Section 5 of the act of August 2, 1894, contemplated mutual interchangeable transfers, not free transfers. No penalty was attached to a failure to make these transfer arrangements.”

FREE TRANSFERS REQUIRED WHERE CHANGE OF CARS IS
RENDERED NECESSARY BY LACK OF RECIPROCAL
TRACKAGE FACILITIES.

“All street railway companies within the District of Columbia operating their systems or parts of their systems in the city of Washington by use of the tracks of one or more of such companies, under a reciprocal trackage agreement, as provided for under existing law, which shall be compelled by reason of the passage of the act of June 25, 1898, (30 Stat., 489), to discontinue the use of the tracks of another company, shall issue free transfers to their patrons from one system to the other at such junctions of their respective lines as may be provided for by the Commissioners of the District of Columbia.”

This relates to cases where the continuity of a street-car line is broken by the intervention of the tracks of another company which has been mutually used and where such used shall have been discontinued.

CHARIOTS.

The development and improvement of the horse-car lines of the city until they were superseded by the cable and electric methods of propulsion were in large measure the result of the competition of the chariot and herdic lines.

The so-called chariots were put in service on Pennsylvania Avenue by Mr. John B. Daish on March 5, 1877, the day of President Hayes's inauguration. Fifteen of these vehicles, operated by horse power, ran from 22d Street and Pennsylvania Avenue, via G Street and the avenue, to the foot of the Capitol. Subsequently twenty more were put on a route from 32d and M Streets in Georgetown to 4th Street and Pennsylvania Avenue southeast. To meet this competition the Washington and Georgetown Railroad Company placed on Pennsylvania Avenue from 17th Street to the Peace Monument a line of so-called bob-tail one-horse cars, with a three-cent fare. The chariot line, which had a fare of five cents or six tickets for a quarter, accepted the tickets of the street railway companies and resold them at a discount in large quantities to the government, and to the department stores and other purchasers, a course which was necessitated by the refusal of the street railway companies to redeem them. The chariots were continued for two and a half or three years, when, the adventure not proving profitable, the equipment was sold to the Washington and Georgetown Railroad Company.

HERDIC LINES.

The Herdic Phaeton Company in December, 1879, commenced carrying passengers in vehicles which took their names from their designer, Peter H. Herdic, of

Wilmington Delaware. This company commenced operations with a line of one-horse vehicles from 22d and G Streets northwest by way of G Street and Pennsylvania Avenue north of the Capitol to the Navy Yard gate. To meet this competition the Washington and Georgetown Railroad Company reestablished the line of one-horse cars with a three-cent fare from 17th Street and Pennsylvania Avenue to the Capitol, with which it had fought the chariot line, but so large a proportion of the traffic took advantage of these cars that the railroad company was compelled to discontinue them and meet the competition of the herdics with a more frequent two-horse service.

In 1883 the herdic company established a line operated by horse power, from 11th and East Capitol Streets to 15th and F Streets northwest, by way of East Capitol Street, Pennsylvania Avenue and 15th Street. This line passed through the Capitol grounds and around the Capitol to the north, the vehicles passing under the steps of the Senate wing to discharge passengers, and in inclement weather doing the same at the House wing. To meet the competition resulting from the 15th street portion of this line, the Washington and Georgetown Railroad Company in 1884 replaced its old one-horse cars on the 14th Street line with two-horse cars, and instead of stopping them at 15th Street and New York Avenue, continued them on Pennsylvania Avenue, part going up to the east front of the Capitol from the south and part replacing the branch line which had been maintained from the Peace Monument to the Old Baltimore and Ohio depot at New Jersey Avenue and C Street. Soon after this the herdic company moved its route from 15th Street to 16th Street. About this time it installed an entire new equipment of two-horse coaches.

In 1886 it established a line on I and K Streets to 13th and north on 13th to T Street northwest; and another line west on I Street to 17th Street, on 17th to N, and on N to 21st Street northwest, using on the latter some of its old one-horse coaches.

In 1887 the herdic company discontinued that part of its service from the Capitol to the Navy Yard gate, as well as its ends at 13th and T Streets and 21st and N Streets, and placed a two-horse line from 22d and G Streets northwest to the Toll Gate at 15th and H Streets northeast, by way of G, 15th, F, 5th and H streets, running in competition with the Columbia Railway Company's one-horse car line. To meet this competition the Columbia Railway Company replaced its one-horse with two-horse cars, and later inaugurated a system of reciprocal transfers with the Metropolitan Railroad Company at 14th Street and New York Avenue and at 9th Street and New York Avenue.

The herdic company continued to run its vehicles until the death of Commodore Potts of Philadelphia, the principal stockholder, in 1896, when it ceased operations.

THE METROPOLITAN COACH COMPANY.

When the Herdic Phaeton Company failed, it was succeeded by the Metropolitan Coach Company, with Mr. S. Dana Lincoln as its president, which, on May 1, 1897, commenced operating a line from 16th and T Streets to 22d and G Streets northwest, under a reciprocal transfer arrangement with the Metropolitan Railroad Company at 15th and H Streets northwest.

On July 30, 1904, this company was incorporated under the general incorporation laws of the District of Columbia by Herbert F. Pillsbury and others for the term of 100 years. Its capital stock consisted of

250 shares at a par value of \$100 per share. Its car barn and principal place of business was 1914 E Street northwest and its offices at No. 54 H Street northwest, Washington, D. C.

In 1909 it replaced its horse-drawn coaches with gasoline motor vehicles, experimenting with four different types, and reëquipping its entire line in February, 1913. In May, 1914, it extended its line, which then operated from 16th and U Streets to 15th Street and New York Avenue, on Pennsylvania Avenue to 9th Street west.

The passenger service rendered by the company was the subject of frequent complaint, and ultimately of legislation by Congress, which passed an Act approved August 24, 1912 (37 Stat., 490), providing for the kind of vehicles and other equipment it might use, and that it should issue to and receive from the Capitol Traction Company and the Washington Railway and Electric Company transfer tickets without additional fare.

The rate of fare on this line was never specifically prescribed by law and the companies were advised by the corporation counsel that the general law that passenger transportation lines should charge five cents a single fare, or six tickets for twenty-five cents, did not apply.

The Commissioners on February 21, 1913, passed an order establishing a time table for the operation of its vehicles.

The route of the company at the time it ceased operation was from 16th and U Streets northwest south to Massachusetts Avenue; thence east on said avenue to 15th Street; south on 15th Street, via east side of McPherson Square, to Pennsylvania Avenue; west on said avenue to Madison Place, north on said Place to H Street; east on H Street to 15th Street and return

over same route, with the option, under the Act of August 24, 1912, of sending its vehicles south on 15th Street and east on Pennsylvania Avenue to 8th Street west, and then reverse to 16th and U Streets.

At the date of its discontinuance the company operated six vehicles of a type devised by a committee designated by the Commissioners of the District of Columbia October 9, 1912, in accordance with the Act of Congress, August 24, 1912, which cost \$3,749 each.

This enterprise had a troubled existence and went out of business on August 13, 1915. Its last car ceased to run at 4 o'clock P.M. on that date, when the company was adjudged a bankrupt.

FENDERS AND WHEEL GUARDS.

The District of Columbia appropriation law approved August 7, 1894, directed the Commissioners to make and enforce regulations requiring that the street cars operated by other means than horse power should be provided with fenders for the protection of lives and limbs of all people in the District. The Commissioners, on September 25 of that year, accordingly made regulations prescribing the type of fenders and wheel guards and other details connected therewith, and have made a number of changes in the regulations to meet new conditions.

Soon after the first regulations were adopted, one of the Board of Commissioners, which had made it, was knocked down on Pennsylvania Avenue by a street car, and his life was saved by the fender and wheelguard he had been instrumental in prescribing.

THE COLOR LINE.

For two years after the Washington and Georgetown Railroad Company began operations it ran a

number of cars which bore swinging signs along the sides of the top, in plain black letters "This car exclusively for colored people." But these signs did not have the desired effect, as the white traveling public did not hesitate to disregard it. Colored people were also allowed on the other cars, but were restricted to the front and rear platforms.

When the Metropolitan Railroad Company was chartered, the objectionable practice was precluded by a clause which "Provided that there shall be no regulation excluding any person from any car on account of color." This prohibition was made general eight months later by section five of the amendatory act of March 3, 1865, "That the provision prohibiting any exclusion from any car on account of color, already applicable to the Metropolitan Railroad Company, is hereby extended to every other railroad in the District of Columbia."

One of the frequent passengers on the street cars about 1866 to 1871 was an old colored woman of national distinction named Sojourner Truth. One day while she was riding on a car someone said in her hearing: "Niggers oughtn't be allowed to ride in street cars." To which Sojourner meekly remarked: "Street cars is for niggers. White ladies and gentlemen rides in they own carriages." Which brought that by-play to an abrupt ending, to the obvious amusement of the other passengers.

JITNEY BUSES.

The jitney bus business was introduced in the District of Columbia in the spring of 1915. It derives its name from the colloquial designation given to the five-cent piece by the negro hack drivers in southern California. Jitney busses in the District of Columbia are classed with public transportation agencies subject

to the approval and surveillance of the Public Utilities Commission, as following a definite route, and being subject to financial liability, to be shown by approved exhibits or by certificate of insurance, for injury to passengers. The law under which they were licensed was the District of Columbia Appropriation Law, approved July 1, 1902, which required

“That persons operating vehicles for hire or for the transportation of passengers in the D. C. with sufficient regularity to enable the public to take passage therein at any point intermediate to the stable or stand of such a vehicle, or operate such vehicle over a route sufficiently definite to enable the public to ascertain where such vehicle can be found en route, shall pay a license tax for each such vehicle according to its seating capacity from \$6.00 to \$10.00 per annum subject to the approval of the Commissioners.”

MOTOR VEHICLES.

The law respecting licensing these vehicles, as well as all other “motor vehicles,” was amended by a clause in the District Appropriation Act approved March 3, 1917, as follows:

“On and after December thirty-first, nineteen hundred and seventeen, all licenses, including identification tags and registrations, for motor vehicles heretofore granted shall expire and become null and void, and on and after January first, nineteen hundred and eighteen, there shall be charged annually for the licensing and registration of motor vehicles the following fees, which shall be paid annually to the collector of taxes of the District of Columbia and which shall include registration and the furnishing of an identification number tag—\$5 for each vehicle of more than twenty-four horsepower and not exceeding thirty horsepower, \$10 for each vehicle of more than thirty horsepower, \$3 for each vehicle of twenty-four horsepower or less, and \$2 for each motor cycle or similar motor vehicle: *Provided*, That the term “motor vehicle” used

herein shall include all vehicles propelled by internal-combustion engines, electricity, or steam, except traction engines, road rollers, and vehicles propelled only upon rails and tracks: *Provided further*, That motor vehicles owned and maintained in the District of Columbia by the United States or the government of the District of Columbia shall be registered and furnished identification tags without cost: *And provided further*, That the Commissioners of the District of Columbia are authorized to establish such rules and regulations and to affix thereto such fines and penalties as in their judgment are necessary for the enforcement of this Act and the regulations authorized hereunder: *Provided further*, That motor vehicles, owned or operated by persons not legal residents of the District of Columbia but who shall have complied with the laws of the State of their legal residence requiring the registration of motor vehicles or licensing of operators thereof and the display of identification or registration numbers on such vehicles and which identification numbers shall be displayed on such motor vehicles as provided by the laws and regulations of the District of Columbia while used or operated within the District, shall not be required to be licensed or registered or bear other identification numbers under the laws and regulations of the District if the State in which the owner or operator of such motor vehicle has his legal residence extends the same privilege to the motor vehicles owned or operated by legal residents of the District of Columbia."

SIGHT-SEEING VEHICLES.

The license for these is the same as for jitneys, except that it is granted upon the approval of the Commissioners, not sitting as a Public Utilities Commission. The sight-seeing traffic of the city originated in the latter part of 1902 when the American Sight-seeing Car and Coach Company commenced operating street cars on the tracks of the Washington Railway and Electric Company, from 9th Street and Pennsylvania Avenue. In 1904 large sight-seeing automobiles were

introduced to enable visitors to view the points of general interest with convenience and expedition.

TAXICABS.

The passenger vehicles called taxicabs are named from the instrument designated a taximeter with which they are equipped for the purpose of indicating the amount of tax or fare, according to the distance traveled or time elapsed. They were first introduced here in 1908. For license charges for these vehicles, see extract from law of March 3, 1917, under head of "Jitney Busses."

LIVERY STABLES.

Livery stables are licensed at \$25 per annum for ten stalls, or less, and \$2 for each additional stall, but their vehicles cannot occupy public stands without the additional license required for that purpose.

MISCELLANEOUS PASSENGER VEHICLES FOR HIRE.

Hacks, coaches and vehicles drawn by one horse pay \$6.00 license; if drawn by more than one horse, pay \$9.00 license. All auto vehicles carrying passengers pay the latter rate.

DRIVERS.

In the District of Columbia no person, not an employee of a street railway company, shall engage in driving or operating any passenger vehicle for hire without first procuring a license which shall not be issued except upon evidence that the applicant is a person of "good moral character."

"Each license shall be numbered, and there shall be kept in the Metropolitan police department a record of each person so licensed and of all matters affecting his qualifications."

The license fee is one dollar per annum. The cost of a badge is fifty cents in addition to license fee.

“A driver’s license may be revoked by the Commissioners of the District of Columbia upon conviction of the licensee of a violation of any law or regulation governing the maintenance or disposition upon the public streets of public vehicles for hire, or upon conviction of a crime involving moral turpitude; and any licensee shall become disqualified for any cause or reason which might endanger the safety of passengers.”

WHEEL TAX.

The Act of Congress approved July 1, 1902, making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1903, was amended by adding to section seven of the said Act the requirement

“That there shall be assessed and collected an annual wheel tax on all automobiles, or other motor vehicles, owned or operated in the District of Columbia, having seats for only two persons, the sum of three dollars; and on all such vehicles having seats for more than two persons, an additional tax of two dollars for each additional seat.”

No effort has been made to collect this tax.

STREET-CROSSING POLICEMEN.

In the act to define the rights of purchasers of the Belt Railway, and for other purposes, approved June 24, 1898, Congress tucked away a section three, requiring the Commissioners of the District of Columbia to station special policemen at such street railway crossings and intersections *in the City of Washington* as they may deem necessary, and required that the expense be paid monthly pro rata by the companies, and that cars be brought to a full stop before making such crossings.

Until recently these officers were paid \$75 a month, until the Act of February 10, 1912, gave them from that date the same salary as regular members of the police force, with 30 days' sick leave and 20 days' annual leave.

By section 12 of the District Appropriation Act of September 1, 1916, these officers were placed upon the same footing in all respects, except that their pay should continue to be derived from the electric street railroads; and the Superintendent of Police empowered to assign any policeman to street-crossing duty, and vice versa. They also, under the manual, become entitled to unlimited sick leave as determined by the Board of Surgeons.

In their annual reports to Congress for the calendar year 1916, the several street car companies in the District of Columbia state that their roads and equipment cost approximately \$51,000,000 and that they carried over 140,000,000 passengers during that period.

The total length of their tracks is 95.74 miles. One more mile via 18th and 19th Streets, from Pennsylvania Avenue to Virginia Avenue, is projected.

Name of Company.	Underground Electric.		Overhead Electric.		Total.
	Double Track.	Single Track.	Double Track.	Single Track.	
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Washington Railway & Electric Co.	23.09	6.34	26.77	3.99	60.19
Capital Traction Co.	20.19	3.60	3.57	.....	27.36
Washington & Virginia Co. ....	.....	.46	.....	.....	.46
East Washington Traction Co. ....	.....	.....	.....	.50	.50
Washington Interurban Co. ....	.....	.....	.....	2.65	2.65
Washington & Maryland Co. ....	.....	.....	.....	2.33	2.33
Total	43.28	10.40	30.34	9.47	93.49
Tracks used in common by Capital Traction Co. and Washington Railway & Electric Co.	1.55	.....	.....	.....	1.55
Tracks used in common by Washington Railway & Electric Co. and Washington & Virginia Co. ....	.70	.....	.....	.....	.70
Total	45.53	10.40	30.34	9.47	95.74

The street railroads are subject to strict and comprehensive supervision by the Commissioners of the District of Columbia, in their capacity as members of the Public Utilities Commission, created and empowered by Section 82 A, the Act of Congress, approved March 4, 1913, who are now investigating the affairs of those companies, with the view of securing for the public the advantages to which it is entitled from such common carriers, with due regard to the just claims of the latter.

SPEED OF STREET CARS, AND OTHER VEHICLES, AND
ANIMALS.

Under authority of the clause in the Act of Congress approved January 26, 1887, which first authorized the Commissioners of the District of Columbia to make police regulations, and specifically vested them with power "to regulate the movements of vehicles on the public streets and avenues for the preservation of order and protection of life and limb," and under the reiteration of that authorization in the Joint Resolution "To regulate licenses of proprietors of theaters in the city of Washington, District of Columbia, and for other purposes," approved February 26, 1892, the Commissioners made police regulations prescribing the rate of speed of street cars and other vehicles and animals on the public highways.

The authority to make regulations governing the operation of street cars was transferred to the Interstate Commerce Commission by Public Act No. 134, approved May 23, 1908, as follows:

"SEC. 16. That every street railroad company or corporation owning, controlling, leasing or operating one or more street railroads within the District of Columbia shall on each and all of its railroads supply and operate a sufficient number of

cars, clean, sanitary, in good repair, with proper and safe power, equipment, appliances and service, comfortable and convenient, and so operate the same as to give expeditious passage, not to exceed fifteen miles per hour within the city limits or twenty miles per hour in the suburbs, to all persons desirous of the use of said cars, without crowding said cars. The Interstate Commerce Commission is hereby given power to require and compel obedience to all of the provisions of this section, and to make, alter, amend and enforce all needful rules and regulations to secure said obedience; and said Commission is given power to make all such orders and regulations necessary to the exercise of the powers herein granted to it as may be reasonable and proper; and such railroad companies or corporations, their officers and employees, are hereby required to obey all the provisions of this section, and such regulations and orders as may be made by said Commission. Any such company or corporation, or its officers or employees, violating any provision of this section, or any of the said orders or regulations made by said Commission, or permitting such violation, shall be punished by a fine of not more than one thousand dollars. And each day of failure or neglect on the part of such company or corporation, its officers or employees, to obey each and all of the provisions and requirements of this section, or the orders and regulations of the Commission made thereunder, shall be regarded as a separate offense.

“SEC. 17. That prosecutions for violations of any of the provisions of this Act shall be on information of the Interstate Commerce Commission filed in the police court by or on behalf of the Commission.” Approved May 23, 1908 (25 Stat., 250).

This authority remained in and was exercised by that Commission until the Interstate Commerce Commission was superseded by the Public Utilities Commission, created by the Act of Congress, approved March 4, 1913 (37 Stat., 977), which exercised jurisdiction in that respect by its order of July 9, 1913,

regulating the operation, equipment, sanitation and other conditions of the street railroad service, as follows:

“SECTION 1. No car shall move at a greater rate of speed than 15 miles per hour on city lines nor at a greater rate of speed than 20 miles per hour on suburban lines. When passing standing cars the gong must be rung and the speed of cars must be reduced so that a quick stop can be made. Cars shall approach street or road crossings at a reduced speed and under such control as to insure safety to passing vehicles and pedestrians.”

Congress by its Act of June 29, 1906 (34 Stat., 621), prescribed a maximum rate of speed at which automobiles might be lawfully operated in the District of Columbia, by a clause in the Act making appropriations for the District, approved March 3, 1917, and vested exclusive authority in that respect in the Commissioners of the District of Columbia as follows:

“*Provided further,* That on and after July first, nineteen hundred and seventeen, the Commissioners of the District of Columbia be, and they are hereby, authorized and empowered to make and enforce all regulations governing the speed of motor vehicles in the District of Columbia, subject to the penalties prescribed in the Act approved June twenty-ninth, nineteen hundred and six.”

TAXATION OF STREET RAILROAD COMPANIES.

Besides the special assessments for paving roadways adjacent to their tracks, imposed in pursuance of the Act of June 11, 1878 (20 Stat., 106), and referred to above under the head of “Tracks,” street railroad companies operating in the District of Columbia are subject to the same rate of taxation on their real estate as that imposed upon other real estate in the District, and under the Act of July 1, 1902 (32

Stat., 619), and the Act of April 28, 1904 (33 Stat., 564), to a personal tax of four per centum per annum on their gross receipts within the District of Columbia.

The charters of most of the street railroads in the District of Columbia contain a clause exempting their tracks from taxation as real estate, but some provide that the "roads" shall be deemed "real estate"; for instance, "The Washington and Georgetown," "The Metropolitan," and "The Columbia" railroad companies. The Act of April 28, 1904 (33 Stat., pt. 1, 564), is construed by the assessor's office to exempt tracks of all street railroads from assessment.

The street-car service in the District of Columbia compares well with public passenger conveyance elsewhere, and has kept well toward the van in the improvement of the character of its vehicles, tracks and other features of its equipment, and in consideration for the comfort of its patrons.